





Library
OF THE

University of North Carolina

This book was presented by
Members of the family of the late

COL. A. B. ANDREWS

unf
ph
U.C.

385.1-W52S

1856-1870

1855 - ...
1865 - ...

UNIVERSITY OF N.C. AT CHAPEL HILL



00034018205

*This book must not be
taken from the Library
building.*

~~34-56~~
~~AUG 10 1955~~

PROCEEDINGS

OF THE

SECOND ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

Western Division

OF THE

Western North Carolina Rail-Road Company,

TOGETHER WITH THE

REPORTS OF THE PRESIDENT, CHIEF ENGINEER,
AND TREASURER,

AT ASHEVILLE, N. C.,

NOVEMBER 1, 1870.

PROCEEDINGS, &C.

—o—

OFFICE OF THE WESTERN N. C. R. R. Co. }
WESTERN DIVISION, }
ASHEVILLE, Oct. 13, 1870. }

This being the day for the regular annual meeting of the Stockholders of this Company, it was ascertained by those in attendance, that there was no quorum present; and consequently the meeting adjourned, to be convened, according to legal notice, which was duly given by advertisement by W. W. Rollins, Director.

A meeting of the Directors, however, was held, at which the following proceedings were had. Members of the Board present: A. T. Davidson, president, *pro tem.*; Gen. T. L. Clingman, Gen. R. M. Henry, Maj. W. W. Rollins, Joseph Keener, and Geo. W. Dickey.

A report by the Treasurer, G. M. Roberts, and the Chief Engineer, Jas. C. Turner, on their respective departments, was submitted by them, and adopted, as preliminary to their presentation to the Stockholders, by the President and Directors.

The Contractors being desirous of an interview with the Directors, their request was granted. They came forward and

requested that their accounts be settled by note or certificate. Whereupon, it was ordered that the Chief Engineer furnish each of the contractors a certificate of the amount due them for work done to date.

There being no further business, the Board adjourned.

A. T. DAVIDSON, *President, pro tem.*

G. M. ROBERTS, *Secretary.*

ANNUAL MEETING.

OFFICE OF THE WESTERN N. C. R. R. Co. }
 WESTERN DIVISION. }
 ASHEVILLE, Nov. 1st, 1870. }

THE stockholders of the Company having assembled in second annual meeting, pursuant to notice,

On motion, Joseph Keener, Esq., was called to the Chair, and G. M. Roberts requested to act as Secretary. There being a quorum present; on motion, a committee of two was appointed to verify proxies, which committee consisted of Gen. R. M. Henry and G. M. Roberts. They reported 18,752 $\frac{1}{2}$ shares on the part of private Stockholders, represented in person and by proxies; and 12,501 $\frac{3}{4}$ on the part of the State, represented by W. W. Rollins, as proxy; constituting a majority of the capital stock of the company.

On motion of Gen. R. M. Henry, the Stockholders proceeded to the election of twelve persons to constitute a Board of Directors for the ensuing year. Col. A. T. Davidson and Gen. T. L. Clingman were appointed tellers, who, after the balloting, reported the following result, to wit:

Joseph C. Abbott,	received	29,499 $\frac{3}{4}$	votes.
V. S. Lusk,	"	30,959 $\frac{3}{4}$	"
W. W. Rollins,	"	30,959 $\frac{3}{4}$	"
Pinkney Rollins,	"	20,959 $\frac{3}{4}$	"
Gen. R. M. Henry,	"	30,959 $\frac{3}{4}$	"
Dr. J. J. Mott,	"	30,959 $\frac{3}{4}$	"
J. R. Ammons,	"	30,959 $\frac{3}{4}$	"
A. G. Harin,	"	30,959 $\frac{3}{4}$	"
Col. A. T. Davidson.	"	27,579	"
Gen. T. L. Clingman,	"	20,949	"
Joseph Keener,	"	30,954	"
J. H. Rumbough,	"	29,472	"
G. W. Dickey,	"	1,490	"

Whereupon, the following gentlemen were announced by

the chair as duly elected, they having received a majority of the entire stock represented, to wit :

Gen. J. C. Abbott,	J. R. Ammons,
V. S. Lusk,	Col. A. T. Davidson,
W. W. Rollins,	Gen. T. L. Clingman,
Pinkney Rollins,	Joseph Keener,
Gen. R. M. Henry,	James H. Rumbough,
Dr. J. J. Mott,	A. G. Harin.

The election for Chief Engineer, and Secretary and Treasurer, being in order, the name of Maj. James C. Turner was put in nomination for chief engencer, who, without opposition, received $30,944\frac{1}{2}$ votes, and was declared duly elected.

The name of G. M. Roberts was then put in nomination for Secretary and Treasurer, who, without opposition, received $30,944\frac{1}{2}$ votes, and was declared duly elected.

Col. A. T. Davidson then made his report as President, *pro tem*, which report was ordered to be printed, together with the reports of the Chief Engineer, Secretary and Treasurer.

On motion, it was ordered that five hundred copies of the above proceedings and reports be printed for the benefit of the Stockholders.

There being no further business, the meeting adjourned.

JOSEPH KEENER, *Chm'n.*

G. M. ROBERTS, *Sec'y.*

DIRECTORS' MEETING.

ASHEVILLE, Nov. 1st, 1870.

The Board of Directors met on the adjournment of the Stockholders meeting, and Gen. R. M. Henry was called to the chair. Present: Gen. T. L. Clingman, Gen. R. M. Henry, Joseph Keener, W. W. Rollins, J. H. Rumbough, Pinkney Rollins, Col. A. T. Davidson.

On motion, the Board adjourned to $7\frac{1}{2}$ o'clock, P. M.

$7\frac{1}{2}$ o'clock, P. M.

Board met pursuant to adjournment, Gen. R. M. Henry in the Chair; W. W. Rollins, Gen. T. L. Clingman, Pinkney Rollins,

Joseph Keener, Col. A. T. Davidson, James H. Rumbough, present.

On motion, there being a majority of the Board present, they proceeded to the election of President of the same for the ensuing year. W. W. Rollins received six votes, and J. J. Mott received one vote. W. W. Rollins was declared duly elected, and came forward and took the chair.

R. M. HENRY, *Chm'n.*

G. M. ROBERTS, *Sec'y.*

The President elect in the chair for the transaction of the regular business of the company :

On motion, it is ordered that a committee be appointed to investigate the claims for damages, if any, touching the interest of contractors, as demanded by them, and report to the next meeting. The committee consists of Jas. C. Turner, chief engineer, Joseph Keener, and G. M. Roberts.

On motion of T. L. Clingman, it was ordered that the same committee that was appointed to settle with the Secretary and Treasurer, be authorized and instructed to settle with James C. Turner, chief engineer ; which committee consists of R. M. Henry, W. W. Rollins and Joseph Keener.

On motion of Gen. Clingman, the President was instructed to raise funds for the purpose of paying the purchase money for the office of the company.

Resolved. That it is the sense of this Board of Directors, that this corporation shall remain as it is, without change of any portion of the lines to any other Rail Road Company, for any purpose whatsoever ; and that we respectfully ask the present Legislature not to pass any act to prevent the completion of the Western Road as originally contemplated.

No further business, the Board adjourned.

W. W. ROLLINS, *Pres't.*

G. M. ROBERTS, *Sec'y & Treas'r.*

PRESIDENT'S REPORT.

OFFICE OF THE WESTERN N. C. R. Co.. }
WESTERN DIVISION, }
ASHEVILLE, N. C., Nov, 1, 1870. }

*To the Stockholders of the Western North Carolina Rail Road,
(Western Division.)*

GENTLEMEN :

In the absence of the President, I herewith submit, as President, *pro tem.* of this corporation, the report of Treasurer and Chief Engineer, and respectfully ask your attention to them for information in regard to the affairs of the company. The financial condition, it is hoped, will be made known by the President and commissioners appointed by the Legislature to settle with the late President.

I cheerfully bear testimony to the fidelity and efficiency of the Secretary and Treasurer, and to the Chief Engineer and his subordinates.

I have the honor to be,

Very respectfully, &c.,

A. T. DAVIDSON, *Pres't pro tem.*

CHIEF ENGINEER'S REPORT.

OFFICE OF CHIEF ENGINEER, WESTERN DIVISION, }
WESTERN N. C. RAIL ROAD, }
ASHEVILLE, Nov. 1, 1870. }

*To the President and Directors of the Western Division of the
Western North Carolina Rail Road Company :*

GENTLEMEN: Before the annual meeting of the Stockholders of your company now approaching, I propose to lay a statement of the operations of my department.

FIRST—THE CONSTRUCTION.

The contractors on the French Broad branch of the Western North Carolina Rail Road, commenced work on many of the sections soon after the awards of the respective sections were made, especially on the lower end of the work and up to the crossing of the river above the Warm Springs, as well as upon that part of the line above the mouth of Ivy, and up to a point about two miles below Asheville. Contractors have prosecuted their work with as much vigor as the means at their command would justify. On the intermediate points of the line not then satisfactorily located, between the mouth of Ivy and the river, crossing near the Warm Springs, but one contractor did any work. On sections 4, 5, 10, 11, 12, 13, 15, 16, 17, 18, and 19, the work has been commenced, and stands at present, in the following condition: Sections 4 and 5, by Col. Ames, nearly graded. Section 10, by Mr. D. Donaha, respectable progress made. Section 11, by William Bird, finished. Section 12, by William Brown, one-half done. Section 13, by G. A. & W. A. Torrence, (but transferred to another party,) one-half done. Section 15, commenced; Section 16, a heavy section, one-third done—both of these sections by Dr. Tabler. Sections 17, 18 &

19, by Col. Ames, nearly graded. The only section between that point and the Warm Springs upon which work was done to any amount, was by Mr. Chunn, on 26 & 27; but who was suspended until the location between these points was determined upon. Sections 37, 38, & 39, by Philip Rhoa; on the first named, nothing done; 38, nearly completed; 39, more than three-quarters done. Sections 40, 41, 42, 43, & 44, by Capt. Fagg: on the first two sections nothing has been done, but they are very light work; the three last named are nearly completed, and handsomely done.

This brings us down to the Tennessee line, at Paint Rock, where we connect with the Road to Moristown, on the Tennessee and Virginia Rail Road. The sections not above enumerated have been awarded (but not commenced) to the following named contractors, to wit: Sections 6, 7, & 8, to Gen. Vance. Section 9, to Donaha. Section 20, with Bridge, to Mr. Ed. Vickers. Sections 21, 22, 23, 24, & 25, to Thomas Rollins. Sections 28 & 29, to W. F. McKessen. Sections 30 & 31, to Enlow & Kirby. Sections 32 & 33, to Terrel & Wilson. Sections 34, 35, & 36, to John E. Patton; and section 14, to Wm. Brown.

After the awards of these sections were made the financial condition of the company was such as to induce a delay for the present. The bridge masonry on the line, to wit, at Sandy Bottom, at the mouth of Ivy, Woodfin farm and mouth of Swannanoah, was awarded to E. Vickers, but not commenced for the reason above stated.

This road from the junction of the main stem, has all been re-located by my direction, and the estimated cost reduced about one-third. By order of the President, another location of that part of the line on the South side of the French Broad river, between the mouth of Ivy and the Warm Springs, was made. The work was commenced by Mr. Shanahan, Prin. Asst. Eng., and completed by Mr. Irwin, Res. Eng., and an estimate carefully prepared.

A comparison of the lines and their cost was made and submitted to the Board of Directors at their meeting at the Warm Springs, in May last.

1870 ESTIMATE

Of the cost of the French Broad Branch, from Asheville to Paint Rock, at the Tennessee line, 45 miles :

For graduation, masonry and bridge super-	
struction for 45 miles,	\$ 714,941 88
10 per cent. on the above for contingences,	71,492 08
Engineering and general superintendence,	45,000 00
Iron, chairs, spikes and laying superstruction,	450,000 00
	<hr/>
Total cost in currency,	1,281,423 06

ESTIMATE IN GOLD :

For the above items for a previous location,	\$ 831,048 82
	<hr/>
Difference,	360,374 22

The location last made, is more costly for the reason that, owing to extraordinary freshets, a higher location was necessary for safety.

The Board at the meeting in Asheville, took final action upon the location and adopted a line known as the compound line, mainly for the reason that it was the cheapest, but which requires the crossing of the French Broad river twice. This is a good line, but out of abundant caution, if the company had a super-abundance of funds to spare, I would recommend the continuous line on the South side.

The upper end of the branch road, was located but not adopted until the meeting of Directors, in Asheville, in consequence of the terminus of the Western Division not having been satisfactorily fixed. But by an amendment to the charter, providing for a change of the termini of the two divisions so as to fix them on the land instead of the river, the Directors of the Western Division agreed to fix on some point in the vicinity east of the French Broad river, and east of the point of junction with the Branch Road, subject to the ratification of Directors of the Eastern Division. This change of terminus affords an opportunity to locate, and suitable grounds for the location of Shops, so indispensable to the running of every well constructed Road.

THE CONSTRUCTION OF THE MAIN LINE.

After the awards had been made to contractors on the main line, a commencement was made on such sections as it was deemed expedient to begin, including all the tunnels and other heavy work on the division.

The work was commenced on the following sections, and stands at present thus : On Sections 9, 10, & 11, to E. Clayton ; nearly finished. Section 12, to W. W. Fleming ; good progress made. Sections 13 & 14, to Pride & Bibb ; the grading nearly done. Section 15, to Martin Shea ; nearly finished. Sections 16, 17 & 18, to E. Clayton ; the first nearly completed and the last has progressed very well. From that point to Section 31, no work has been done except at Pigeon River, where the masonry has been commenced by Wm. O'Brine. On Section 31, Mr. L. Welsh, has made a respectable commencement. On Sections 32 & 33, Mr. J. Kennedy began vigorously, but abandoned his work. On Sections 34 & 35, Col. T. Steers has made a good commencement and the necessary preparations to complete the Balsom Tunnel, which, from present appearances, will be earth instead of rock. On Sections 36 & 37, on which is Judacullah Tunnel, Mr. E. Vicker contractor, the work was handsomely commenced, and considerable progress made. On Sections 38 & 39, awarded to Mr. Vaughn, but little was done except to build shanties and prepare for work on Heel String Tunnel. Sections 42 & 43 were begun by John Neely, contractor, and considerable progress made in the grading, as well as in the western approach to Still-House Tunnel. Section 45, on which is situated Scott's Creek Tunnel, was awarded to Mr. Vaughn, but not commenced. Sections 48 & 49, awarded to Messrs. Spake & Enlow, had some progress made. Sections 50 & 51, awarded to J. L. Ofielt, contractor, has been vigorously prosecuted, the first section being nearly graded, and the second, on which is Cowee Tunnel, has been pushed handsomely, through solid rock, the approach being done and 40 feet lineal of Tunneling done at the eastern end, and 100 at the western end. The sections not named, to wit : 1, 2, 3 & 4 were allotted to W. W. Fleming. Sections 5, 6, 7 & 8 to Candler & Jones. Sections

19, 20, 21 & 22 to Col. Ames. Section 23 to ———. Sections 24 & 25 to Shea & Davidson; and Sections 26 and 27 to Martin Shea.

A Tabular statement herewith presented, will show more satisfactorily the amount of work done on the respective sections of each division. [See Appendix A.]

Since commencing the construction and during its progress, important changes have been made by which the cost of the work has been reduced and new and pleasing ideas adopted. For instance, at the crossing of Scott's Creek, at the end of Still-House Tunnel, instead of building a bridge or viaduct to pass the stream under, we build a short Tunnel to pass the water, the general contour of the ground being such as to admit of such a structure. This change thereby affords space for the surplus material of the Tunnel and its approach. This greatly reduces the cost as well as furnishes a depository for waste material. On section 17 we dispense with a bridge 320 feet in length and 89 feet in height, and pass the water of Mill Creek through a tunnel 40 feet above the present surface of water, thereby creating a pool of sufficient water-power for important manufacturing purposes. By order of the Board of Directors at their meeting at the Warm Springs, on the 23d day of May, an order was passed to build and complete the French Broad branch to Asheville, and the main line as far west as Waynesville, in Haywood county, as well as to construct the Tunnels through the Balsom mountain, Judacullah Tunnel through a spur of that mountain, and Cowee Tunnel, through the mountain of that name. This information was communicated to the contractors, but they declined, except Mr. E. Vickers, to continue their works. Mr. V. prosecuted his work for several months afterwards. The contractors doing the grading and masonry not having been paid according to the terms of their contract, generally suspended operations and moved off to other roads until, at present, there are remaining only two on the main line at work, to wit: W. O'Brine, at Pigeon river, and Martin Shea on section 15; so that there now remains only six contractors in all at work, to wit: N. W. Fagg, Philips, Roha, Dr. Tabler and Col. Ames, on the French Broad branch, I

must here, in justice to the contractors say that, generally, they were as efficient as any body of contractors to be found on such works, and prosecuted them with an energy and perseverance worthy of a better fate.

THE LOCATION.

At the time of your last annual meeting, I had a corps of Engineers in the field continuing the location which had then been made to the Nantihala River; it was traced up as near the former line as practicable with such changes and improvements as seemed desirable. A tabular statement of the bridges and tunnels will show a saving of cost by dispensing with an Iron Truss bridge of 420 feet in length and 163 feet in height over Master Hollow, besides dispensing with several crossings of Alaska creek and the Tennessee river. The continuation of the location across the Red Marble Gap, and down the Valley river, east of the former location, served to improve the line, although it was mainly upon the same ground; but on reaching the town of Murphy, improved the line by throwing it higher up out of the low ground at the junction of the Hiwassee with Valley river, thereby affording better and safer Depot grounds. Then crossing the Hiwassee river and ascending to and crossing the ridge dividing the waters of the Hiwassee from that of the Notelah river; thence along the valley of the Notelah, but cutting off a bend of that river, the line is continued to station ———, where it crosses the Notelah by a bridge of 150 feet span, and continues for about 1,500 feet to the Georgia line, where it connects with the Dalton & Morganston Rail Road.

ESTIMATE OF 1860.

Estimated cost of the Western Division of the W. N. C. R. Road from French Broad River to Murphy, Cherokee Co.

For Graduation, Masonry and Bridge	
Superstructure,	\$2,911,350 01
10 per cent for contingencies,	291,135 00
Engineering and gen'l Superintendence,	113,570 00
Iron, chairs, spikes, and laying Super- structure on 113.57 miles of road,	908,560 00
Total cost in 1860, in Gold,	<hr/> \$4,124,615 01

ESTIMATE OF 1870.

*Estimated cost of the Western Division of the W. N. C. R. Road
from French Broad River to Murphy, Cherokee Co.*

For Graduation, Masonry and Bridge	
Superstructure,	\$3,446,032 12
10 per cent for contingencies,	344,603 21
Engineering and gen'l Superintendence,	113,450 00
Iron, chairs, spikes and laying Super- structure on 113.45 miles of road,	1,134,500 00
<hr/>	
Total cost in 1870,	\$5,038,585 33
Cost as above to Georgia line,	301,803 44
<hr/>	
Total cost, in currency,	\$5,340,388 77
<hr/>	
Cost per mile,	\$43,89,50

1860—21.9 MILES.

Estimated cost from Murphy to the Tennessee line near Ducktown.

For Graduation, Masonry and Bridge	
Superstructure for 21.9 miles,	\$410,166 20
10 per cent on above for contingencies,	41,016 62
Engineering and gen'l Superintendence,	21,900 00
Iron, chairs, spikes, cross-ties and lay- ing superstructure,	175,200 00
<hr/>	
	\$648,282 82

1870—10.19 MILES.

*Estimated cost from Murphy to the Georgia line in the direction
of Dalton.*

For Graduation, Masonry and Bridge	
Superstructure for 10.19 miles,	\$172,466 77
10 per cent on above for contingencies,	17,246 67
Engineering and gen'l Superintendence,	10,190 00
Iron, chairs, spikes, cross-ties and lay- ing Superstructure,	101,900 00
<hr/>	
	\$301,803 44

1860—ESTIMATE.

Total estimated cost of Road from French Broad, near Asheville to Tennessee line, near Ducktown. Distance, 135.47 miles.

Gold, \$4,873,027 83

1870—ESTIMATE.

Total estimate from French Broad River to Georgia line, 123.65, \$5,340,388 77

Difference, currency, \$467,361 94

ESTIMATE

Of the cost of limited equipment for the Western Division W. N. C. R. R. from Asheville to the Tennessee line, at Paint Rock, 45 miles; and to the Georgia line, 123.65 miles—158.65 miles.

Repair Shops and work ^{Ware} houses at termini,	\$150,000 00
10 Locomotives at \$10,000 each,	100,000 00
10 Passenger cars at \$2,500 each,	25,000 00
5 Baggage cars at \$1,600 each,	8,000 00
317 Freight cars at \$650 each,	206,050 00
40 Gravel cars at \$500 each,	20,000 00
Wood and water stations,	50,000 00
	<hr/>
	\$559,050 00

SUMMARY

Of cost of Western Division, W. N. C. R. R., from Asheville to Tennessee line at Paint Rock and Georgia line, in the direction of Dalton—158.45 miles.

From French Broad to Murphy 113.45 miles,	\$5,038,585 33
“ Murphy to the Georgia line,	301,803 44

Cost of equipment,

\$5,340,388 77
<hr/>
559,050 00

Total cost in currency	\$5,899,438 77
------------------------	----------------

French Brd Rch 45 miles
cost Western Division
1,281,423 02
\$7,180,861 83

TABLE :

OF BRIDGES, VIADUCTS AND ARCH CULVERTS ON THE MAIN
LINE FROM THE FRENCH BROAD RIVER TO THE GEORGIA
STATE LINE.

No.	Distance from Fr. Broad	Name of Streams.	Height in Feet.	Character of Structure	No. and Length of Spans.
1	0.00	French Broad River.	19	Howe Truss.	
2	2.12	Hominy Creek.	41	" "	1 of 125
3	2.76	" "	12	" "	1 " 100
4	3.71	Ragsdale Creek.	13	Girder.	1 " 40
5	4.22	" "	10	" "	1 " 40
6	4.50	" "		Arch Culvert	1 " 8
7	6.57	Hominy Creek.	22	Howe Truss.	1 " 100
8	6.68	" "	25	Girder.	1 " 25
9	7.23	Pole Creek.		Arch Culvert	1 " 10
10	7.50	Hominy Creek.	22	Howe Truss.	1 " 100
11	7.68	" "	19	" "	1 " 80
12	8.58	" "	22	Girder.	1 " 50
13	8.75	" "	19	" "	1 " 50
14	9.37	" "	14	" "	1 " 50
15	10.42	" "	12	" "	1 " 50
16	11.28	" "	10	" "	1 " 50
17	11.40	" "	12	" "	1 " 50
18	12.00	" "	14	" "	1 " 50
19	12.13	" "	16	" "	1 " 50
20	12.59	" "	12	Howe Truss.	1 " 150
21	12.72	" "	17	Girder.	1 " 50
22	16.85	Pigeon River.	27	Howe Truss.	2 " 125
23	24.84	Coon Creek.	30	Girder.	1 " 50
24	25.20	Richland Creek.	18	" "	1 " 50
25	25.36	" "	12	" "	1 " 50
26	27.74	" "	10	" "	1 " 30
27	28.73	So. Br. Richland Cr'k.	4	" "	1 " 30
28	38.35	Scotts Creek	35	Viaduct.	3 " 40
29	40.24	" "	8	Girder.	1 " 50
30	40.32	" "	9	" "	2 " 50
31	40.47	" "	11	" "	1 " 50
32	40.60	" "	8	" "	1 " 50
33	40.79	" "	15	Howe Truss.	1 " 80
34	43.80	" "	10	Girder.	2 " 50
35	44.60	Allen's Mill Creek.	10	" "	1 " 20
36	46.59	Scott's Creek.	10	" "	2 " 50
37	48.10	" "	15	" "	1 " 50
38	49.79	Tuckasegee River.	34	Viaduct.	4 " 60
39	51.28	Sickatowee Creek.	13	Girder.	1 " 20
40	57.89	Conelly's Creek.	12	" "	1 " 40
41	63.98	Kirkclunk's Creek.	13	" "	1 " 40

TABLE CONTINUED.

No.	Distance from Fr. Broad.	Name of Streams.	Height in Feet.	Character of Structure.	No. and Length of Spans.
42	62.21	Branch Tuckasegee.		Arch Culvert	1 " 6
43	66.21	" "		" "	1 " 6
44	66.31	" "		" "	1 " 8
45	69.46	Alaska Creek.	59	Viaduct.	1 " 60
46	72.10	Jones' Branch.	110	Iron Truss.	1 " 200
47	74.62	Tennessee River.	19	Howe Truss.	2 of 125 &) 1 of 150 (
48	78.23	Nantahala River.	15	" "	2 " 125
49	79.20	" "	23	" "	1 " 150
50	79.34	" "	15	" "	1 " 150
51	86.21	Jarrett Branch.	99	Iron Truss.	1 " 200
52	90.37	Valley River.		Arch Culvert	1 " 8
53	90.89	" "		" "	1 " 8
54	94.56	Br. of Valley River.		" "	1 " 8
55	96.74	Junaluska Creek.		" "	1 " 10
56	100.00	Valley River.	13	Howe Truss.	1 " 125
57	110.25	Marble Branch.		Arch Culvert	1 " 8
58	113.26	Valley River.	22	Howe Truss.	1 " 150
59	113.77	Hiwassee River.	45	" "	3 " 115
60	116.52	Rowland's Creek.	21	Girder.	1 " 30
61	118.45	Roper's Creek.		Arch Culvert	1 " 8
62	123.31	Nottelch River.	19	Howe Truss.	1 " 150

TABLE :

SHOWING THE NUMBER, LENGTH, AND ELEVATION ABOVE
TIDE, OF ALL THE TUNNELS ON THE WESTERN LINE.

No. of Tunnels.	No. of Section.	Name of Tunnel.	Length of Tunnel.	Elevation of grade, above tide-water. Feet.	Highest point of ridge grade. Feet.
1	35	Balsom,	1,600	3,256	153
2	37	Judacullah,	500	3,084	106
3	39	Heel String,	500	2,873	170
4	43	Still House,	275	2,483	106
5	45	Scott's Creek,	250	2,331	110
6	51	Cowee,	800	1,985	286
7	79	Wesser's Creek	250	1,754	87
8	86	Jarrett's,	400	2,241	90
9	"	Master Hollow	340	2,250	161
10	"	Nantihala,	217	2,306	104
11	87	Cheoah,	340	2,373	126
12	89	Red Marble,	1,149	2,555	149
13	90	Junaluska,	200	1,975	88

TABLE OF DISTANCES

From Memphis, Tennessee, to Norfolk Va., via. Western N. C. R. Road and its connections.

From Memphis to	Inter. miles.	Total.
Chattanooga, Tennessee,	309	309
“ Cleaveland, “	28	337
“ State line and Ducktown,	42	379
“ Asheville, N. C.,	135	514
“ Salisbury, “	138	652
“ Strayhorn, “	97	749
“ Weldon via. Ridgway,	87	836
“ Norfolk, Va.,	80	916

TABLE OF DISTANCES

From Memphis, Tennessee, via. Chatanooga and Dalton and Western N. C. R. Road and connections.

From Memphis to	Inter. miles.	Total.
“ Chattanooga, Tenn.,	309	309
“ Dalton, Ga.,	38	347
“ State line, N. C.,	62	409
“ Asheville, “	123	532
“ Salisbury, “	138	670
“ Norfolk, via. Hillsboro' and Ridgeway,	264	934

Thus making the distance from the French Broad river near Asheville, to that point, to wit, the Georgia line 123 miles; or a line, 12 miles shorter to the Georgia line at Ducktown, or Cowanah, near the Copper mines. This line connecting with the Dalton and Morganton Rail Road now located, I assume to be 62 miles in length, and with this assumption, we find that the line via Dalton to Chattanooga is 9 miles longer than via Cleaveland, and so far as the North Carolina portion of the line is concerned, the graduation and construction is much cheaper than the line via Cowanah to Cleaveland; but of that part of the line from the State line to Dalton I have no means of ascertaining the cost. A report of its chief engineer will soon be ready. A letter from its President, some time ago, informed me that the road from Dalton to Jacksonville would soon be completed, so that by this connection we are not only placed in direct connection with Selma by steamboat navigation on the

Alabama river, but with Pensacola, Mobile, New Orleans, and the intermediate South-western cities and towns, thereby offering competing inducements for their trade and travel. This much in addition to having a direct line to Memphis; and then westward ho! to the Pacific, which must eventually, from the nature of all the interests and circumstances by which we are surrounded, ultimately be built. Thus offering to the people of the old world as well as to those of the new, a road across the continent shorter than any other heretofore built; safe, because not liable to be interrupted by hostile Indians. Scenery equal to any on the continent, with all the advantages of good water and general salubrity of climate.

Before concluding this report, I must beg leave to state that in my report of last year will be found the estimate of the cost of this road in gold before the war, to the Tennessee line near Cowanah or Ducktown—the amendments to the charter permits us to run either to the Tennessee or Georgia line. The line last located runs to the Georgia line, and the estimate is made accordingly; and by the tabular statement submitted, you will see that the estimated cost of the line from Asheville to Murphy by the location of 1860 was, at gold prices, \$4,124,615 00
At currency prices now, 5,038,585 33

Excess in currency,	\$913,970 32
---------------------	--------------

or less than 20 per cent. on the estimate of 1860. But I must further state that whilst this is the estimated cost of the work, as far as it has been let to contract it has been found upon construction to be much less than the estimated cost.

Now in conclusion, I respectfully submit the profile, maps, and plans, of the work, and beg leave to ask your favorable notice of the principal assistant Engineers and their assistants, both on location and construction, as their conduct in the laborious and arduous duties, in the display of industry and skill, has met my approval, and I hope may meet your approbation.

I have the honor to be, gentlemen,

Very respectfully,

Your obedient serv't,

JAMES C. TURNER,

Chief Engineer, W. D., W. N. C. R. R.

ASHEVILLE, N. C., May 7, 1870.

Maj. J. C. TURNER—

DEAR SIR: The Commission are waiting for the statement of the disbursements in your department, that they may see the balance due in that quarter.

You will readily see that until we see what has been paid, we cannot ascertain the amount due each. We see that in Mr. Swepson's account filed, he claims to have placed in your hands \$15,664 47. Gen. Littlefield reports \$2,970 00, making \$18,634 47. These amounts have been allowed them. It is important to have your statement of receipts and disbursements with vouchers, showing to whom these sums have been paid.

It was for this reason that we wrote you from New York, asking for such accounts, &c.

Respectfully,

N. W. WOODFIN.

Chm'n of Commission.

ASHEVILLE, N. C., May 7, 1870.

N. W. WOODFIN, Esq.

Chm'n Board of Com :

DEAR SIR: Your note of this date, informing me that you were awaiting a statement from me, showing the disbursements of this department, and also referring to a communication to me from New York, is just received. The letter referred to by you has not yet been received, but Gen. Littlefield informed me verbally, that he had such a letter and expected me to report to the Board of Directors, at their next meeting, at the Warm Springs, about one month from that time. I am now engaged in getting up that statement, and would make it to you if it was ready, but many of the vouchers are irregular and some mislaid. I have vouchers for \$11,880 66, besides my own salary, and the salary of my son Calda, as Prin. Ass't Eng'r, as well as \$1,800 00 to E. Clayton, for which my draft on G. W. Swepson was given, for graduation, and charged to me.

Respectfully, your ob't serv't,

JAMES C. TURNER.

WESTERN DIVISION, WESTERN N. C. RAIL ROAD, IN ACCOUNT
WITH JAMES C. TURNER, CHIEF ENGINEER.

1870.	Dr.	
May 13, To amount of Abstract A	- - - - -	\$2,441 01
" " " " B	- - - - -	9,933 43
" " " " C	- - - - -	5,864 30
" " " " D	- - - - -	1,000 00
To cash advanced J. Calda Turner, Prin. Ass't.		
Eng'r for prosecuting surveys,	- - - - -	2,893 66
		<hr/> 22,132 30

To amount of salary of James C. Turner, Chief
Eng'r not charged in this statement, - - - - -

1870.	Cr.	
By cash per drafts on G. W. Swepson, President as per settlement with Commissioners,	- - - - -	\$15,664 47
By cash and drafts from M. S. Littlefield Pres't. for Engineer Corps,	- - - - -	2,970 00
Amount charged as per settlement with Com- missioners,	- - - - -	18,634 47
Balance due Chief Engineer,	- - - - -	3,497 83
		<hr/> \$22,132 30

The undersigned Committee of Finance ask leave to make report that they have carefully examined the accounts of the Chief Engineer, and find that abstracts with vouchers referred to in the above accounts current to be strictly correct.

Nov. 2, 1870.

R. M. HENRY, Chm'n. }
J. KEENER, } Com.
W. W. ROLLINS. }

SPECIAL REPORT OF THE CHIEF ENGINEER,
WITH REFERENCE TO THE LOCATION OF
THE WESTERN N. C. RAIL ROAD, IN THE VI-
CINITY OF ASHEVILLE.

[PREPARED, DECEMBER, 1860.]

WESTERN N. C. RAIL ROAD, }
WESTERN DIVISION. }
OFFICE OF CHIEF ENGINEER. }

To the President and Directors of the

(Western Division) W. N. C. Rail Road:

GENTLEMEN: As there has been much solicitude in regard to the location of the Railroad, and especially the Depots, in the vicinity of Asheville, I have had such surveys and maps, as well as levels run, as would enable me to show the relative position of the several lines suggested, as well as the sites for proposed depots within the range of practicability, together with the profiles and estimates of the cost of each proposed line. &c.

After the corps locating the main stem, had located the Hominy line as far as Chandler's Gap, it was brought back to run another line, beginning at the mouth of Smith's mill creek, and running up that valley to its head, and crossing the State road at a gap about four miles from Asheville, thence running in the vicinity of the State road, crossing the ridge dividing Ragsdale creek from Sulphur spring branch, and connecting with the Hominy line near Harkin's, 7 miles from Asheville, and as shown by the Topographical map herewith presented. From a point on the Eastern Division of the W. N. C. R. Road east of the Greenville Plank Road, I had two lines traced to a common point on the mill creek line. One running up a lead from the Swannannoa valley to a gap crossing a ridge near Mark Erwins', thence down to the valley of the branch running from the town of Asheville, crossing and ascending

the hill slope to another gap South of Mrs. Roberts' house ; thence across the broken grounds of Mr. Buxton, to another gap in the State road, near Cunningham's, 4,400, feet from the court-house square ; thence down the slopes of a ravine to the valley of the French Broad, which we cross at the mouth of Smith's mill creek, on a bridge 40 feet high, the conformation of the ground being such as to enable us to use the same bridge for the main line as well as the branch down the French Broad river. From a point near this, another line was also traced up the French Broad valley, to the Swannannoa valley, thence up that valley to the common point near the Plank Road bridge ; but connecting on the way with the main line up Hominy at the junction of Swannanoa and French Broad rivers. Thus making the several lines from a common point near the Dr. Hardy place, called Swannannoa Hill, to a common point near Chandler's gap, respectively as follows :

Line No. 1.	Swannannoa, French Broad,	
	and Hominy,	30.732 feet.
" "	2. or Erwin's gap and Smith's	
	Mill creek,	41.600 "
" "	3. or Swannannoa and Fr. Br. val-	
	ley with Smith's mill creek,	43.485 "

Thus a comparison of the lines for the main stem shows the line down Swannannoa and up the French Broad and Hominy, to be 30,732 feet in length, or 2 miles and 300 feet less than the line through Erwin's gap, and up Smith's mill creek, which is 41,600 feet in length, whilst the line down the Swannannoa and French Broad valleys to Smith's mill creek, thence up that creek and connecting at Chandler's gap, is 12,752 feet in length, or 2 miles and 2,200 feet longer than line No. 1.

These several lines considered with reference to the distance and cost of the main stem alone, shows that line No. 1, or the Hominy line, to be upwards of 2 miles shorter than any other, also more direct and less expensive ; having 112,132 cubic yards of excavation, of which 9,614 cubic yards are estimated as solid rock, and 11,942 cubic yards embankment with three bridges and viaducts, whilst line No. 2 or Erwin's gap and Smith's mill creek line, has 317,000 cubic yards of excavation,

of which 79,000 cubic yards are estimated as rock, besides 700 feet of tunneling at Erwin's gap and the State-road crossing, and 130,000 cubic yards as embankments.

Line No. 3, or the route down the Swannanoa and French Broad rivers and up Smith's mill creek, has 260,350 cubic yards of excavation, of which 60,800 cubic yards are estimated as rock, and 45,450 cubic yards are in embankment. This presents a line of easy grades as far as the French Broad river, as compared with the line through Erwin's gap, but is about 1,900 feet longer, having on it two or three sites for convenient depots, one on Swannanoa and the other on the French Broad near the State road and Smith's bridge. This line, by crossing the French Broad at Smith's mill creek, makes one bridge common to both the main stem and French Broad lines, but increases the length of the main stem nearly $2\frac{1}{2}$ miles and reduces the length of the French Broad line upwards of 2 miles, with the advantage of making one bridge over the French Broad available for both roads, but creating the necessity of constructing a viaduct at the mouth of Smith's mill creek for the French Broad road. This line affords sites for a depot both on the Swannanoa and French Broad.

It is proper, however, to state in this connection, that the length of the Eastern Division of the W. N. C. R. Road would be increased $2\frac{1}{2}$ miles, whilst the Western Division would only be increased a few hundred feet; but the French Broad branch be shortened two miles, as was stated in the outset of this report. These lines were traced with reference to getting such a practicable line upon which a depot might be located accessible to trade and most convenient to the town of Asheville, which, owing to its elevated position, renders it inaccessible without extraordinary expense and the use of the maximum grade.

Having traced these lines at the request of several Directors, both of this and the Eastern Division of the road, as well as the Chief Engineer of said Eastern Division, to determine the facts above stated, and if it should not be deemed expedient to lengthen the main stem, I can suggest a different line for each division of the road which might be still more desirable for the

Western Division, viz: Instead of crossing to the north bank of the Swannanoa near Cheesboro's, continue that line down the South side of that river to its junction with the French Broad, thence up the French Broad valley about 7000 feet, where I would cross that river and connect with the line up the Hominy, whereby the main stem or Ducktown line would not be increased in distance or cost. The connection of the French Broad branch may be made at several points and the line continued down the French Broad valley on the east side of the river about 3 miles before crossing at the upper end of Mr. Woodfin's farm. This line would be cheaper, with better grades and curves than the west side of the French Broad affords for that distance. Then the main stem presents favorable points for Depots, not exceeding $1\frac{3}{4}$ miles from the Court-house, whilst the Branch has more than one good site—one near Smith's Bridge on the State road.

Since the above report of these surveys was prepared, the Legislature has made an amendment to the Charter of the W. N. C. R. R. which designates the beginning of the Western Division and the ending of the Eastern Division at the Depot nearest the town of Asheville. This amendment may change the aspect of the foregoing statement so far as to give greater latitude to the location of the Depots, and to provide for a site for the location of the Shops and other buildings necessary to be erected for the use of the Roads, which should be on ground most convenient for the use of each Division as well as the Branch. You will see by the foregoing statement that several points may be had, especially as the grades and lines as well as the surface of the ground are well suited to the purpose of building. Therefore, in view of the facts as stated, I would respectfully suggest that at the present time there be no action with respect to Shops, but that the Board of Directors confine their action to the location of the lines and to fixing the terminus of the Eastern Division, which must be the beginning of the Western Division; which point must be not only accessible to the town of Asheville, but to the convenience of the surrounding country. That purpose may be subserved by fixing the Depot near the Swannanoa bridge on either the line on

the South or North side of the Swannanoa river. The French Broad Branch may connect with either at several points. All of which is respectfully submitted, while

I have the honor to be, &c.,

JAMES C. TURNER,

Chief Engineer.

LINE NO. 1, OR HOMINY LINE.

9614 cubic yards excavation, rock, at \$1.50	\$14,421 00
102,518 " " " earth, at 0.24,	24,604 32
11,942 " " embankment at 0.20,	2,388 40
Bridge over French Broad,	35,00 00
Other bridges and viaducts on Hominy,	25,021 80
Cost,	101,435 52

LINE NO. 2, OR ERWIN'S GAP AND SMITH'S MILL CREEK LINE.

79,00 cubic yards, excavation, rock, at \$1.50,	\$118,500 00
238,000 " " " earth, at 0.24,	57,120 00
130,000 " " embankment at 0.20,	26,000 00
700 " " tunneling, at 6.00,	4,200 00
Bridge over French Broad,	45,000 00
Other bridges, &c., on Smith's Mill Creek,	24,500 00
Cost,	275,320 00

LINE NO. 3, OR SWANNANOA, FRENCH BROAD AND SMITH'S
MILL CREEK LINE.

60,200 cubic yards, excavation rock, at \$1.50	\$90,300 00
199,450 " " " earth, at 0.24	47,868 00
45,450 " " embankment, at 0.20	9,090 00
Bridge over French Broad,	45,000 00
Other bridges, &c., on Smith's Mill Creek,	22,500 00
Total,	\$214,758 00

The foregoing part of this report was prepared for simply

showing a statement of facts in regard to the several lines run in the vicinity of Asheville, in view of making the Eastern Division, as well as the location of the French Broad Branch. In that report I expressed no opinion with reference to the location of the Depot, which, by the amended charter, was to be the ending of the Eastern and the beginning of the Western Division; which was the only question requiring the joint action of the boards of Directors. And as there seemed to be great difference of opinion between the different members of the respective boards of Directors, and, as I conceive, a misapprehension of the Board, I will now, as I think it my duty, as your Chief Engineer, take the liberty of giving an opinion as to the locations of the lines, the establishment of Depots, and, at the proper time, the location of the Work-Shops. As a compromise between the opinions entertained by the different members of the Board, I will recommend the main line to pass down on the South side of the Swannanoa river to a point opposite the bluff marked A, on the map, where I would cross to the north side of the river; thence down along the foot of the hills by the most practicable line to the mouth of the river, where I cross the French Broad and connect with the line already located on the west side of that river, and running up Hominy. Then at a point about a thousand feet east of the French Broad river, I would connect the French Broad Branch with the main line, and run the French Broad Branch upon the best ground down to the upper end of Mr. Woodfin's farm, where I would cross to the South side of the river. Having made this location I would recommend that a Depot be established near the point where the Plank Road crosses the Rail Road, in order to designate the beginning of the Western and ending of the Eastern division. That being determined it leaves all that part of the line east of the French Broad river upon which to establish Work-shops and other necessary buildings and tracks, for the Western Division. I would further recommend, that, for the convenience of the town of Asheville, a Depot be established on Mr. Buxton's land near the crossing of the turnpike at Smith's Bridge. This gives ample grounds for the location of the Work-shops, extra tracks, etc., either on

that part of the line along the Swannanoa or French Broad rivers. I make this recommendation because it gives the shortest, and best line that can be located; and for the additional reason that the Work-shops, if located on any part of this line, would be sufficiently far away from the town of Asheville to enable the company to have an independent Police to protect the property and subserve the interest of the company. I must now be permitted to say that, to fix the dividing line between the two Divisions at Smith's Bridge, as entertained by some, would be no advantage to the Western Division, for the reason that all the part of the line that we would leave on this side the river by the adoption of that point, would be about twelve hundred feet, having no advantages for building purposes, as part of the line would be upon a bank forty feet high; and further, we would be necessarily obliged to adopt the Smith's creek line, at the increased cost of one hundred and fifteen thousand dollars (\$115,000 00) with a maximum undulating grade of 116 feet to the mile, against a grade of 78 feet by the other line, and an increased distance of over two and a half miles, with no advantages whatever to the company. By fixing the point of division at the turnpike, near Smith's bridge, we cut off to the Eastern Division all that part of the line suitable for building shops. And in answer to the statement that the two Divisions may probably be consolidated, and that it will make no difference where the Shops are located, I will state that, until they are consolidated we have no right to build shops upon the Eastern Division; and should there be consolidation before any shops are built, they will not be built at Asheville, but at that point east of the Blue-ridge where the maximum grade commences, for the reason that the distance from that place to Salisbury is as far as a locomotive and train should run without being over-hauled; and for the more important reason that a change of motive power must necessarily be had to cross the mountains. A statement of the cost of the respective lines accompanies this report.

I am gentlemen,

Yours, very respectfully,

JAMES C. TURNER,

Chief Engineer.

SPECIAL REPORT ON THE LOCATION OF THE WESTERN DIVISION OF THE WESTERN NORTH CAROLINA RAIL ROAD AND ITS BRANCH, DOWN THE FRENCH BROAD RIVER, MADE TO THE DIRECTORS, AT THE WARM SPRINGS, MAY 23d, 1870.

To the President and Directors of the Western Division W. North Carolina Rail Road.

GENTLEMEN :

At the last annual meeting of your body, I submitted a partial report of the location of the Main line and also of the French Broad Branch. Since that time the location of the Main line has been completed through to the Georgia line, making the distance from the French Broad river at the mouth of the Swannanoa river to the Georgia line, in the direction of Chattanooga, or Dalton, 123 miles. At a future time I will submit estimates of the result. As you were informed at the last annual meeting, estimates of the cost of the work were prepared and bids for 100 miles of the road were invited. On the 10th of June, 1869, many bids from responsible parties were submitted, but generally at high figures. By authority of the Board of Directors, contracts were awarded for nearly all the work except some of the light sections on the Main line, and a part of the French Broad, along which the Turnpike ran, it being necessary to provide for this trespass before intercepting travel. The contracts awarded were commenced, and at prices below the Engineer's estimate and generally below the contractors' original bid. No work was done on the Main line east of the 9th Section; but including that Section and extending west to Pigeon river, about \$82,100 worth of grading and masonry have been done. From that point to Section 21, or two miles west of Waynesville, no work was commenced; but including Section 21, and west as far as the Cowee Tunnel, contractors were industriously engaged on all or most of the heavy work and especially at the Balsom, Judacullah, Heel String, Still-House and Cowee Tunnels, at

all of which, considerable progress has been made. At Cowee Tunnel both approaches and about 140 feet of tunneling have been done, making in all, \$64,060 88 worth of work.

An order from the President of the Road, dated 16th April, 1870, directed me, for the present, to suspend all operations west of Waynesville, which has been done. I cannot pass this occasion without bearing testimony to the perseverance, industry and general good conduct evinced by the contractors on all the work; and here let me remark that, in consequence of the high prices given for labor on other roads in adjoining States, it would be only justice to the contractors here that a spirit of liberality be extended to them, and that prices be increased, and a uniform rate be allowed. At the request of Gen. Littlefield, President of this Road, Mr. Green, a civil Engineer, of New York, visited the French Broad Branch. I met him, by appointment, at the Warm Springs; and in company with Mr. Shanahan, Prin. Ass't. Eng'r. for this Division, passed up the French Broad Turnpike to Asheville, with him. After examining the location of the line in the vicinity of the Warm Springs, where I found much to condemn in the original location, in which Mr. Shanahan and Mr. Green each concurred, (but this defect has, to a great extent, been remedied by changes which were then being made in the line and its construction,) making at one point a saving of \$27,000. This change had been determined on before the arrival of Mr. Green. Upon our arrival at the Office, in Asheville, a full inspection of all the plans, profiles and notes of the line was had, and all required information given; the result of which was a recommendation from Mr. Green to the President, to have two distinct lines run between Asheville and Paint Rock, connecting at the crossing at the Warm Springs. An order from the President, dated 26th Nov. 1869, directed me to have the necessary surveys made.

Here let me remark that I had given directions to Jno. D. Shanahan, Prin. Asst. Eng'r., (in whom I have full confidence,) to make such changes in the located line as he and I believed would not only improve the line but cheapen the work, which duty had already been begun; and at every point where the

work was being done, such changes have been made. A statement of the new line over the old location, so far as it has been made, is submitted, viz: Upon Sections 4, 5, 10, 11, 12, 13, and 39, 40, 41, 42, 43 and 44, which have been worked upon and on which changes in the line and grades have been made, making a saving of 23 per cent on the original estimate.

But to the new survey; for reasons not specifically made known to me, the President directed me to have such locations made as would make two continuous lines down the French Broad river, and he, for this purpose, suggested that Mr. Shanahan should take charge of two corps Engineers and begin the survey near the mouth of Ivy, where Mr. Blake's location crossed the French Broad river; one corps to proceed up the north side, connecting the line above with the line below the mouth of Ivy. The other, connecting the line above Ivy on the south side with a line to be run down the river and connecting with that part of the line already located on the south side. These lines were commenced under the direction of Mr. Shanahan, as Prin. Ass't. Eng'r., for the French Broad Division; but it was found impracticable for him to do justice to either line, to have both in charge; so that Mr. Allen was detailed and put in charge of the location of that part of the survey on the north side.

The survey conducted by Mr. Allen was commenced near Mr. Woodfin's barn, about 2 miles from Asheville, and continued about 11 miles down the river, and its further extension was abandoned for these and other reasons, viz: It was obviously more expensive, and the contractors for the graduation on Sections 4, 5, and 17, 18, and 19, were prosecuting their work as per order from the President. For these reasons this survey was suspended; but at the request of Mr. Shanahan, before he left the line, Mr. Allen ran an experimental line from the mouth of Ivy to the lower end of Sandy Bottom, with the view of crossing the river at that point and connecting with the line on the south side—that being a favorable point for crossing the river.

The surveys on the south side were continued under many difficulties, but to completion. I herewith present the result

with a comparison of the cost, and shall designate the lines respectively as Line No. 1, 2, and 3. That on the north side of French Broad being No. 1, or Blake's location. Line No. 2, or Shanahan's location, being on the south side of the river; whilst line No. 3, begins at Paint Rock and extends up the river to a point opposite the lower end of Sandy Bottom; there crosses the river, by a bridge of two spans of 200 and 150 feet, —350 feet in all; thence up to the mouth of Ivy, re-crossing the river, and thence up to its connection with the main line, but re-crossing the French Broad river at the upper end of Mr. Woodfin's farm, continuing from there to the mouth of the Swannanoa, upon the site of the line run in 1853, when the experimental line for this road was run by the undersigned. This line will give you sites for Depot purposes near Asheville, which by your amended charter would be the end of the Eastern Division and the beginning of the Western Division—the Depot nearest to Asheville being designated as the dividing line between the two Divisions. The survey on the south side of the river was conducted for the first 9 miles under the immediate direction of Mr. Shanahan, who on account of business arrangements, I regret to say, was obliged to withdraw from its further prosecution; but it was continued by Mr. Irving, as appears by his report herewith appended.

For information in relation to the lines around Asheville, which were specially run to ascertain which was most desirable, I herewith present a map and profiles of all the lines for your inspection, and append a report which I had prepared on that subject more than a year ago, but not asked for by the Board.

I also submit maps of the French Broad lines, showing them with reference to their direction and proximity to the river, &c., and tabular statements of the estimates for each line. This information, I hope, will enable you to arrive at a satisfactory decision of all the questions of location.

ESTIMATE.

LINE NO. 1, OR BLAKE'S LINE.

<i>North Side.</i> —Sections 1 to 2, inclusive,	\$ 4,430 00
Bridge at upper end of Woodfin's farm,	37,800 00
<i>South side.</i> —Sections 3 to 20 inclusive,	240,080 11
Bridge at mouth of Ivy,	52,320 00
<i>North Side.</i> —Section 21 to 37 inclusive,	236,383 47
Bridge at Warm Springs,	76,000 00
<i>South Side.</i> —Sections 28 to 44 inclusive,	88,006 28
Total,	<hr/> \$735,019 86

LINE NO. 2, OR SHANAHAN'S LINE.

<i>North Side.</i> —Sections 1 to 2 inclusive,	\$ 4,430 00
Bridge at upper end of Woodfin's farm,	37,800 00
<i>South Side.</i> —Sections 3 to 44 inclusive,	776,259 43
Total,	<hr/> \$818,489 43

LINE NO. 3, OR COMPOUND LINE.

<i>North Side.</i> —Sections 1 to 2 inclusive,	\$ 4,430 00
Bridge at upper end of Woodfin's farm,	37,800 00
<i>South Side.</i> —Sections 3 to 20 inclusive,	240,080 11
Bridge at mouth of Ivy,	52,320 00
<i>North Side.</i> —Sections 21 to 32 inclusive,	146,569 59
Bridge at Sandy Bottom,	27,415 00
<i>South Side.</i> —Sections 33 to 44 inclusive,	206,307 18
Total,	<hr/> \$714,921 88

I am Gentlemen
 Your Very Respectful
 James P. Turner

REPORT,

OF G. M. ROBERTS, SECRETARY AND TREASURER OF THE
WESTERN DIVISION OF THE WEST. N. C. R. R., SHOW-
ING THE RECEIPTS AND DISBURSEMENTS OF HIS DE-
PARTMENT.

ABSTRACT A.

*Disbursements made on account of Supplies to Employees belong-
ing to Engineer's Corps, Western Division, W. N. C. R. R.
Company, from April 1st, 1869, to October 13th, 1870.*

1869.			
Vouch.	No.		
"	1	Paid Baird, Rollins & Co., pr. F. P. Blake, ast. eng.	\$139 40
"	2	" G. M. Roberts & Co., camp sup. per J. C. Tur.	2,317 48
"	3	" J. C. Smathers & Son, " " " "	134 39
"	4	" Joseph Cathey, " " " "	33 5
"	5	" M. L. Brittain, " " " "	33 45
"	6	" Sirus Patton, repairing wagon,	11 20
"	7	" Swicegood, for work in office,	53 30
"	8	" Mrs. Trexler for making tent-flies,	5 00
"	9	" T. L. Clayton for refitting office,	743 60
"	10	" G. M. Roberts & Co., camp supplies,	1,913 97
"	11	" Rufus McCoy, ration account,	107 71
"	12	" Mrs. Trexler, making tents, &c.,	8 00
"	13	" Sirus Patton, shoeing horse,	1 50
"	14	" Capt. Addington, camp supplies,	42 00
"	15	" J. R. Rich, blacksmithing,	10 87
"	16	" Baird, Rollins & Co., camp supplies,	72 31
"	17	" G. M. Roberts & Co., " "	191 21
"	18	" " " " " " (Blake.)	311 55
"	19	" " " " " " "	158 22
1870.	20	" " " " " " (Allen.)	666 9
"	21	" J. W. Cooper, camp supplies,	44 68
"	22	" Alexander, Ray & Smith, camp supplies,	42 08
"	23	" M. C. King, " "	6 93
"	24	" Mrs. H. E. Sondley, " "	6 50
"	25	" G. M. Roberts & Co., " "	350 39
			\$7,404 88

ABSTRACT B.

For Miscellaneous purposes from April 1st, 1869, to 13th October, 1870.

1869	Voucher		Amount brought forward from Abstract A,	7,404	16
	No.				
	1	Paid G. M. Roberts & co. for cement,	407	00	
	2	" G. M. Roberts, Tr. expenses to N. Y. 2 trips,	250	55	
	3	" X. Bront for office furniture,	67	50	
	4	" Boring party,	117	00	
	5	" Thomas Hoden, Axeman,	20	50	
	6	" D. C. McGregor, repairing Ambulance,	6	00	
	7	" R. H. Jarrett, Office Furniture,	10	00	
	8	" J. Patten, Axeman,	4	00	
	9	" J. M. Davidson, Axeman,	4	00	
	10	" J. E. Reed, Clerk of Court,	75	00	
	11	" J. E. Reed, right of way,	73	50	
	12	" Sheriff for Tax,	32	50	
	13	" G. T. Spears, Supplies,	31	35	
	14	" H. C. Edney, Painting Office,	100	00	
	15	" J. P. Orr, Painting Office,	2	50	
	16	" T. J. Riley, Painting Office,	13	75	
	17	" A. H. Dowell, Printing,	23	50	
	18	" Summey, Spears & Co., Rent,	180	00	
	19	" Mrs. D. C. Sawyer, Rent,	37	50	
1870	20	" A. H. Dowell, Printing,	5	50	
	21	" W. P. Blair, Board and Transportation,	21	00	
	22	" A. T. Davidson, expenses to Nashville,	417	65	
	23	" J. D. Hardin, expenses and salary,	496	87	
	24	" E. J. Aston, for Map,	18	00	
	25	" R. H. Jarrett, for office Furniture,	81	50	
	26	" J. H. Rumbough, expenses to Nashville,	95	00	
	27	" Thomas Neil, for Plastering,	148	35	
	28	" Calvin Shackelford for Brick work,	80	00	
	29	" L. B. Sawyer, for right of way,	21	00	
	30	" J. S. Furgerson, for right of way,	30	75	
	31	" J. C. Bynum, for keeping horse,	19	00	
	32	" L. Swicegood, for Painting,	26	60	
	33	" Samuel Stradley for mending chairs,	2	00	
	34	" B. C. Trexler, for Blacksmithing,	7	25	
	35	" D. C. McGregor, for making axel,	2	50	
	36	" H. Bront, for making rods, &c.,	18	67	
	37	" J. C. Smathers, for board of Axeman,	31	50	
	38	" J. C. Smathers, for moving house and fence,	14	00	
	39	" S. W. Davidson, for camp supplies,	86	64	
	40	" A. H. Dowell, for Printing,	414	00	
	41	" J. C. Smathers, for Office Desk,	31	00	
	42	" Ed. Sevear, for making fence,	18	52	
	43	" R. A. Shotwell, for Printing,	4	00	
	44	" J. H. Rumbough, Camp supplies,	43	30	
	45	" R. R. Agent, for freight on Cement,	58	12	
	46	" G. M. Roberts & Co., for Office Furniture,	20	43	
				<hr/>	
				\$11,070	
				68	

ABSTRACT C.

*On Account of Mileage of Directors from April 1st, 1869, to
13th October, 1870.*

1870	Voucher	Amount brought forward from Abstract B.	\$11,070 68
	No. 1	Paid George W. Gahagan,	14 00
	2	" J. R. Ammons,	28 80
	3	" W. W. Rollins,	8 80
	4	" Gen. T. L. Clingman,	24 00
	5	" Gen. R. M. Henry,	48 00
	6	" Joseph Keener,	20 00
	7	" George W. Dickey,	54 40
	8	" J. R. Ammons,	28 00
	9	" J. R. Ammons,	58 00
	10	" Joseph Keener,	34 00
	11	" Gen. R. M. Henry,	56 40
	12	" Joseph Keener,	103 60
			<hr/> \$11,548.68

On Account of Grading from April 1st, 1869, to 13th Oct. 1870.

1870	Voucher	Amount brought forward from Abstract C.	\$11,548 68
	No. 1	Paid Ed. Vickers,	586 30
	2	" J. C. Turner, draft for supplies,	200 00
	3	" Brown, Vickers, Suro & Clayton,	3,114 00
	4	" M. J. Fagg & Co.,	2,000 23
	5	" M. J. Fagg & Co.,	3,739 47
	6	" Rhoa & Sowers,	3,576 07
	7	" Rhoa & Sowers,	83 52
	8	" M. Tabler,	2,219 92
	9	" E. Clayton,	3,504 79
	10	" W. Ames,	1,500 00
	11	" L. M. Welch,	1,135 40
	12	" William Bird,	2,623 47
	13	" Ed. Vickers,	1,119 13
	14	" Spake & Enloe,	115 20
	15	" W. W. Flemming,	1,005 83
	16	" M. J. Fagg & Co.,	455 20
	17	" Martin Shea,	2,513 16
	18	" J. B. Neely,	4,483 14
	19	" William O'Bryan,	600 00
	20	" Thomas Sturs,	1,726 45
	21	" J. L. Offeit,	8,087 24
	22	" Pride & Bibb,	3,933 04
	23	" Henry Shepherd,	1,579 38
	24	" J. P. Kennedy,	499 84
	25	" William Brown,	1,578 42
	26	" Chunn & Davis,	670 00
	27	" W. Ames,	3,382 20
	28	" E. Clayton,	2,062 08
	29	" William O'Bryan,	980 39
	30	" M. J. Fagg & Co.	7 000 00
	31	" L. M. Welch,	1,495 28
	32	" Rhoar & Sowers,	5,623 31
	33	" Pride & Bibb,	3,971 66
	34	" J. B. Neely,	4,399 82
	35	" J. Offeit,	7,807 61
	36	" W. S. Vaughn,	807 15
	37	" M. J. Fagg & Co.,	733 54
	38	" Chunn & Davis,	2,366 54
	39	" Daniel Donaha,	1,865 93
	40	" J. H. Tabler,	6,162 98
	41	" W. W. Flemming,	2,619 49
	42	" William Brown,	2,166 73
	43	" Martin Shea,	2,974 75
	44	" Levi Huntington,	931 26
	45	" Spake & Enloe,	842 14
	46	" Thomas Sturs,	3,143 67
	47	" William Bird,	1,283 86
	48	" William Bird,	158 30
	49	" Ed. Vickers,	1,927 76
	50	" W. S. Vaughn,	520 40
	51	" Chunn & Davis,	49 37
	52	" William O'Bryan,	757 44
	53	" Henry Shepherd,	1,009 27
	54	" W. Ames,	6,838 61

\$138,260.84

ABSTRACT E.

On Account of Salaries from April 1st, 1869 to 13th October, 1870.

Voucher.		Amount brought forward,	\$ 138,260 84
No. 1	Paid F. D. Blake, Assistant Engineer,		953 50
2	" D. Shannahan,		83 32
3	" Wm. Smith,		990 15
4	" T. D. Walthall,		75 00
5	" " "		125 00
6	" Thomas Walton,		10 00
7	" Mozick & Orr,		125 00
8	" A. V. Lawson,		90 30
9	" J. Calder Turner,		174 26
10	" T. H. Allen,		600 00
11	" McLeod Turner,		600 00
12	" J. C. Turner, Chief Engineer,	1,200 00	
13	" John Boyden,	21 00	
14	" W. G. Williamson,	95 48	
15	" Wesley Hicks,	27 10	
16	" G. M. Dickey,	12 32	
17	" W. Irvin,	1,188 15	
18	" S. P. Caldwell,	850 00	
19	" H. Hughes,	1,057 47	
20	" S. H. Kittlewell,	308 50	
21	" F. D. Blake,	750 00	
22	" Sol. W. Smith,	610 00	
23	" Good. M. Roberts, Sec'y. & Treas.	1,500 00	
24	" F. D. Blake's Locating Corpse,	1,155 28	
25	" Francis Rector,	90 00	
26	" J. Scott Price,	54 38	
27	" Sam'l. Kirkpatrick,	93 33	
28	" W. H. Justice,	153 80	
29	" James Rector,	33 33	
30	" John Stokes,	47 50	
31	" John Wilson,	34 56	
32	" George Spears,	51 00	
33	" Wm. Taylor,	6 75	
34	" John McHampton,	32 50	
35	" Thos. Miller,	33 33	
36	" Erwin Hardy,	30 00	
37	" Rankin, Son & Co., Chief Eng. Draft,	500 00	
38	" " " " " "	600 00	
39	" E. Winston,	309 50	
40	" R. M. Clayton,	250 00	
41	" Dill Love,	9 25	
42	" H. C. Derrick,	608 44	
43	" H. K. Nash,	228 03	
44	" Henry Jones,	1 00	
45	" D. H. Clark,	130 00	
46	" J. C. Turner, Chief Engineer,	783 23	
47	" W. G. Williamson,	162 20	
48	" T. H. Allen,	404 21	
49	" G. W. Williams,	4 00	
50	" W. Ed. Davidson,	16 15	

\$155,528.13

ABSTRACT E. (CONTINUED.)

On Account of Salaries from 1st April 1869 to 13th October 1870.

Voucher.	Amount brought forward,	\$155,228 18
No. 51	Paid B. C. Trexler,	115 00
52	" J. Calder Turner,	107 71
53	" Rufus McCoy,	48 67
54	" John Evans,	5 00
55	" James Whitson,	2 00
56	" G. W. Nance,	18 80
57	" Henry Jones,	2 00
58	" Amzi Brown,	10 00
59	" J. G. Martin,	135 00
60	" L. Swicegood,	43 00
61	" Samuel Stradley,	3 00
62	" John Bailey,	38 05
63	" Mitch. Whitaker,	4 00
64	" Erwin Hardy,	6 25
65	" Andrew Haynes,	2 50
66	" Dan'l. Harris,	2 00
67	" Anderson Brown,	1 00
68	" W. M. White,	10 00
69	" Erwin Hardy,	40 00
70	" Phillip Mozeak,	159 37
71	" Samuel Tennant,	43 75
72	" William Wilson,	1 00
73	" Rufus McCoy,	264 00
74	" J. W. Vorter,	312 50
75	" H. C. Hughes,	763 00
76	" J. W. Zimmerman,	75 00
77	" B. M. Smith,	265 09
78	" John Boyden,	40 90
79	" J. S. Rudd,	268 00
80	" G. H. Stickrath,	122 50
81	" R. H. Clark,	18 75
82	" Clark & Crane,	305 33
83	" D. H. Clark,	300 00
84	" William Irvin,	120 35
85	" L. J. Brazzleton,	157 50
86	" G. M. Roberts, Sec'y. & Treas.	300 00
87	" " Expenses, N. Y.	250 00
88	" " " "	100 00
89	" " " " Knoxville,	25 00
90	" " " " " 500 00	
91	" " " " " Knoxville,	65 00
92	" " " " " N. Y.	250 00
93	" D. H. L. Orr,	270 77
94	" H. M. Ramsour,	430 81
95	" J. R. Margrave,	468 75
96	" Wm. Ray,	25 20
97	" R. H. Eliason,	61 65
98	" Noal Boyden,	6 50
99	" C. W. Pearson,	657 82
100	" W. W. Wilkins,	294 62

\$163,597.50

ADSTRACT E. (CONTINUED.)

On Account of Salaries from April 1st 1869, to 13th October 1870.

Voucher.	Amount brought forward,	\$163,597 50
No. 101	Paid W. S. Davidson,	351 13
102	" H. K. Nash,	240 53
103	" W. Ed. Davidson,	85 19
104	" J. Scott Price,	142 09
105	" Dill Love,	47 16
106	" George Coward,	37 54
107	" Marion Love,	5 15
108	" Taylor Harshaw,	9 00
109	" Wm. Morris,	21 45
110	" Amzi Brown,	24 80
111	" G. M. Dickey,	64 66
112	" W. P. Cheesborough,	178 06
113	" Neal Boyden,	60 00
114	" William Irvin,	300 00
115	" D. H. Clark,	200 00
116	" R. H. Clark,	70 00
117	" James Crain,	90 00
118	" Isaac Fruman,	11 75
119	" Job Fruman,	18 12
120	" Taylor Anderson,	16 87
121	" King Gilbert,	3 75
122	" Sol. Thomas,	23 54
123	" Charles Candler,	6 30
124	" Peter Thomas,	6 30
125	" James Price,	18 12
126	" Wesley Hicks,	76 00
127	" Draft to E. Clayton,	16,000 00
		<hr/> \$181,372.78

ABSTRACT A.

Showing the amount received by G. M. Roberts, Secer'ty & Treasurer of the Western North Carolina Rail Road, Western Division, from April 1st, 1869, to October 13th, 1870.

1869		Received of J. C. Turner Ch'f Eng'r., draft,	\$2,700 00 ✓
May	5	" of G. W. Swepson Pr'st cash at Ash.	1,500 00 ✓
June	10	" of G. W. Swepson, Pr'st cash at N. Y.	9,000 00 ✓
July	20	" of G. W. Swepson, Pr'st cash at N. Y.	8,000 00 ✓
Oct'r	1	" of M. S. Littlefield, Pr. cash at Ash.	3,000 00 ✓
"	14	" of M. S. Littlefield Pr. cash at N. Y.	10,000 00 ✓
Nov'r	1	" of M. S. Littlefield, Pr'st cash at N. Y.	40,000 00 ✓
"	5	" of M. S. Littlefield, Pr. cash at Bal.	4,900 00 ✓
"		" of " " " 20 w. c. & R. R. R. 1st mort.	
1870	20	" of " " " \$1000 bonds N. Y. real'z'd	12,232 00
Feb'y	28	Cash bal. on R. W. Pulliam's bond.	23 74
"	"	Ac't of Com. by draft, Knox., Tenn.	40,000 00 ✓
"	"	Rec'd of J. C. Turner for W. Smith, at Ash.	364 37 ✓
May	5	Rec'd of " " for E. Clayton,	800 00 ✓
1870			
Feb'y	28	Rec'd of M. S. Littlefield Pr. for R. W. Pulliam	
"	"	19 w. c. & R. R. R. 1st mort, \$1000 bonds a 70 c	
"	"	less \$43.74,	13,276 00
"	"	Rec'd of M. S. Littlefield, pr. for M. J. Fagg & co	
"	"	10 w. c. & R. R. R. 1st mor. \$1000 bonds a 70 c.	7,000 00
March.	14	E. Clayton rec'pt for dr'ft on M. S. Littlefield, pr.	16,000 00 ✓
			<hr/> \$168,796.51

ABSTRACT F.

Showing total amount of Disbursements from 1st, April 1869, to the 13th October, 1870.

Amount brought forward, \$181,372.78

ABSTRACT A.

Showing total amount received from April 1st, 1869, to October 13th, 1870.

Brought forward, \$168,796.51

Balance due G. R. Roberts Sec. & Tr. 12,576.27

G. M. ROBERTS, Sec. & Treas'r.

W. D. W. N. C. R. R. CO.

OFFICE W. N. C. R. R., }
 - Nov. 2d, 1870. }

We the undersigned Committee, appointed under the order of the Board of Directors to examine and audit the accounts of G. M. Roberts, Secretary and Treasurer, having discharged that duty, beg leave most respectfully, to report that they have carefully examined the books, papers and vouchers, and find that he has received for the Company, the sum of one hundred and sixty-eight thousand seven hundred and ninety-six 51.00 dollars, which sum includes a draft to E. Clayton, dated 14th March, 1870, for sixteen thousand dollars.

We also find that he has disbursed for the use and benefit of the Company, the sum of one hundred and eighty-one thousand three hundred and seventy-two 73.00 dollars, which sum includes the draft of March 14th, to E. Clayton.

Therefore, G. M. Roberts, Sec. & Treas'r,	Dr.
To W. N. C. R. R. Western Division,	\$168,796 51
Cr. by money disbursed on acc't of same,	181,372 78
W. N. C. R. R., Western Division,	
To G. M. Roberts Secretary & Treasurer,	Dr.
Am't. disbursed over and above am'ts rec'd,	\$12,576 27
Respectfully submitted,	

R. M. HENRY, }
 JOS. KEENER, } Committee.
 W. W. ROLLINS, }

APPENDIX A.

TABULAR STATEMENT

OF THE NAMES OF THE CONTRACTORS AND AMOUNT OF
WORK DONE ON EACH SECTION OF THE FRENCH BROAD
BRANCH TO NOVEMBER 1st, 1870.

No. of Secti'n.	Name of Contractor.	Am't. of Work Done.		Remarks.
		Dollars.	Cts.	
1				
2				
3				
4	Wallace Ames,	6,016	58	
5	“ “	3,476	19	
6	R. B. Vance,			
7	“ “			
8	“ “			
9	Daniel Donaha,			
10	“ “	3,259	61	
11	William Bird,	5,734	65	
12	William Brown,	6,725	34	
13	Henry Sheperd,	3,750	57	
14	William Brown,			
15	Dr. M. Tabler,	2,454	50	
16	“ “	16,250	00	
17	Wallace Ames,	3,085	17	
18	“ “	14,656	15	
19	“ “	5,655	80	
20				
21	T. J. Rollins,			
22	“ “			
23	“ “			
24	“ “			
25	“ “			
26	A. B. Chun,	5,708	55	
27	“ “			
28	W. F. McKesson,			
29	“ “			
30	Enloe & Kirby,			
31	“ “			
32	Terrel & Wilson,			
33	“ “			
34	John E. Patton,			
35	“ “			
36	“ “			
37	Philip Rhoads,			

TABULAR STATEMENT—CONTINUED.

No. of Secti'n.	Name of Contractor.	Am't. of Work Done.		Remarks.
		Dollars.	Cts	
38	Philip Roha,	7,314	00	
39	“ “	18,908	97	
40	M. J. Fagg,			
41	“ “			
42	“ “	1,111	50	
43	“ “	13,973	79	
44	“ “	17,664	52	
Total work done on Fr. Broad,		\$135,745	89	
Add am't. on the Main line,		166,916	84	
Total on the Western Division,		\$302,662	73	

TABULAR STATEMENT

OF THE NAMES OF THE CONTRACTORS AND THE AMOUNT
OF WORK DONE ON EACH SECTION OF THE MAIN LINE
TO NOVEMBER 1st, 1870.

No. of Secti'n.	Name of Contractor.	Am't. of Work Done.		Remarks.
		Dollars.	Cts	
1 to 4	W. W. Flemming,			
5 to 8	Candler & Jones,			
9	E. Clayton,	9,479	20	
10	“ “	13,557	86	
11	“ “	9,564	15	
12	W. W. Flemming,	8,411	99	
13	Pride & Bibb,	3,027	44	
14	“ “	10,890	95	
15	Martin Shea,	16,280	04	
16	E. Clayton,	15,017	42	
17	“ “	1,047	78	
18	“ “	8,213	00	
19 to 22	Wallace Ames,			
23				
24 & 25	Shea & Davidson,			
26 & 27	Martin Shea, [work on 26]	240	58	
28 to 30				

TABULAR STATEMENT—CONTINUED.

No. of Secti'n.	Name of Contractor.	Am't. of Work Done.		Remarks.
		Dollars.	Cts.	
31	L. Welch,	4,498	30	
32	John P. Kennedy,			
33	“ “	3,973	18	
34	Thomas J. Steers,	7,235	33	
35	“ “	5,630	65	
36	Ed. Vickers,	6,599	51	
37	“ “	1,816	52	
38	W. S. Vaughn,	1,327	69	
39	“ “			
40				
41				
42	John B. Neely,	3,961	33	
43	“ “	9,321	52	
44				
45	W. S. Vaughn,			
46				
47				
48	Spake & Enloe,	2,175	75	
49	“ “			
50	John L. Offutt,	5,307	32	
51	“ “	16,153	01	
52				
53				
54				
55				
		\$163,730	52	Grading, &c.
10	L. Huntington,	795	88	Masonry.
18	William O'Bryan,	2,390	44	
	Total work done,	\$166,916	84	

ERRATA.

Owing to defective manuscript, and the absence of any one qualified by an accurate knowledge of the matter, while passing through the press, several errors occurred in the printing of this pamphlet which are deemed of sufficient importance to require correction, to wit :

Page 11—Read the first line thus: “1870—Estimate in currency.”

“ “ Eleventh line, read thus: “For the above items for a previous location, in 1860.”

“ 14—Last line, read: “Total, \$4,224,615 01.

“ 15—Eleventh line, read: “Cost from Murphy to the Georgia line.”

“ “ And for “cost per mile,” read: \$43,189, instead of \$43,889.

“ “ The last “Estimate” on this page is based on Currency, and the one next above it on Gold.

“ 16—13th line: read “Warehouses” instead of “work-houses.”

And for the Summary at the bottom of 16th page, the following is substituted :

“Total cost of main line from Asheville to Georgia line,	\$5,340,388 77
Total cost of French Broad Branch,	1,281,423 06
Cost of Equipment,	559,050 00

\$7,181,861 83

Total cost per mile, including equipment, \$45,325 70.”

Page 23—Fifth line: read “1870,” instead of “1860.”

56.

\$5000

25

Total cost by Handpans 4 - 60.50

2 120.00

2500

4 90.00

2500

Total cost by Smith's Office - 155.00

check - 100.00 to Smith's

Refund Comp. cost 75.00

Remaining -

for favor of Manning - 75.00

lighter grades (?) 8 against 116

3 30
40 125
47

9

